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2.00 p.m. to 3.00 p.m. . . . Every 15 minutes.  
3.00 p.m. to 5.00 p.m. . . . Every 15 minutes.  
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Hongkong, 9th May, 1907. 677

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Hongkong, 11th June, 1907.

the first of this is that it is to be abiding and not sporadic; the second, that it is to be Imperial and not merely Colonial, and as such to be presided over by the Premier of England as senior, and not by an elected President, nor by the head of the Foreign Office, whose status as chief only of a subordinate office must carry less weight than that of the head of the Government of the day. The first of these carries with it the intimation that the British Premier sits as *prince imperator*, not as one outside whose authority was exoteric. It was evident that behind all there was a feeling of reserve on the part of the Colonial representatives, not altogether without justification from history, that beneath the shadow of what was proposed to be called a "Council" there lay hidden the germs of what might at some time or other be available for interfering with that autonomy of action which the direct conduct of the Home Government had raised into a colonial tradition. Even without going back to the lamentable results of the Georgian policy of Colonial Taxation, there were later episodes that seemed to indicate that the wishes and interests of the Colonies were not always paramount in the minds of home statesmen, and examples as in the Newfoundland fishery affair, where Colonial wishes were deliberately set aside, without even the courteous preliminary of saying "By your leave, Gentlemen," were not likely to increase the confidence of the Colonies in a British Council. Thoughts like these were evidently at the bottom of the seemingly needless declaration that no resolutions of the Conference should have executive authority, and show how very far still the Empire is from practical confederation. In fact the home country will have much to do to compensate for the backwash made within the last eighteen months by the Government of all the talents. Perhaps after all it is best so, for if the Conference had been held under Mr. Balfour's Administration by which it had been arranged, many of these safeguards since found necessary would have been neglected, and an entirely wrong opinion of the functions and powers of the home Ministry of the day caused a disastrous break up when first the Conference met to discuss real business.

Fortunately, too perhaps, the late Conference has had nothing more important to discuss than preferential Tariffs. Here the Conference was sure to come at cross purposes with the present Government, but the effect, notwithstanding the attitude of the Government has been on the whole satisfactory, and there is no doubt that the opposition to a reform of the Tariffs as between the Home Land and the Colonies has sensibly weakened. Most of the Home constituencies had never, in fact, heard the subject discussed outside the Hastings, where of course each party confined itself in great measure to its party cries of the day. To hear the subject spoken to and discussed by statesmen altogether outside the ring of mere English politics was to the majority of people in England a new revelation. To the Premier of the Commonwealth the effect of the discussion on the intimate relations of Unionist, Liberal, or Radical was of no interest whatever; its effect on the Empire at large, and the relations between the Home country and the Commonwealth were all that concerned him in his representative character, and that he should have spoken on this subject with no half-hearted reservation will be accepted throughout the Home country as a clear indication that there is something more in the policy urged by Mr. Chamberlain than the experts of the Cobden Club would have the people of the British Islands believe.

Another subject of interest discussed at the Conference cannot be passed over in the most superficial review without notice, and that is the by no means satisfactory condition in which the Permanent Secretariat has been arranged. From the general drift of the discussions it was apparently intended that it should form an entirely independent section of Government, free from party control. This under the system in the end hurriedly adopted is only very partially the case. It is, in fact, to be merely a section of the Colonial Office, and responsible to the Colonial Secretary for the time being. It is true the scheme was left unfinished, and what is perhaps more to the purpose there was no precedent to go on. The very essence of an Imperial Department is that it should be entirely outside of party politics, but probably the step was too wide to take all at once; and the present device was acknowledged as at best a stop-gap to be properly constituted when experience had shown the needs of the post. Most reasonable men in the Empire are thoroughly sick of the absurd lengths to which the

practice of party Government has been carried, and it seems a pity that of this, the first opportunity that has presented itself for a long time of bettering the position, more advantage has not been taken.

The Empress Dowager told Tseu Chua-han (Shen) that he must leave Peking within ten days and not delay his departure.

Yesterday's four cases, added with last week's fifteen, make the plague total at date stand at 79 cases and 68 deaths. There were last week five cases of smallpox, all Chinese.

We are informed by the Colonial Secretary that the Secretary of State has telegraphed that Sir Frederick Lugard will arrive in the Colony at the end of July via Yaucoeur.

The carriage of the Italian Minister at Peking drove over a policeman (who subsequently died) on the 30th May; and the Waiwupu is now negotiating on the matter with the minister.

Last week the police at Chungking forwarded information to Yunnan of an armed robbery which had occurred across the border, and warned the Yunnan police to be on the look out. As a result of this precaution six men were arrested at Reclamation Street, Mongkok, on Sunday, and will be charged with committing armed robbery within the jurisdiction of China in due course.

On Sunday morning while divine services were proceeding at St. John's Cathedral, a native proceeded to air his eloquence without the walls, and soon attracted a crowd. When Constable Fox, who was on duty in the vicinity, found a man disturbing the peace and tranquility of the neighbourhood, he marched him off to the Central Station. Thence he was removed to hospital, where it was found he was slightly demented, and transferred to the lunatic asylum.

A London message dated May 7th says:—

Lord Kelvin, the most eminent scientist in the Kingdom, discussing to-day the discarding report that Professor Ramsay had produced copper from a combination of sodium, lithium and potassium under the influence of radium emanations, made the following statement:—

"The admirable results discovered by the experimental research on radium prove nothing against the atomic theory for in support of supposed transmutations or changes of metals or other chemical elements."

What is the chief of the world's pests? The article by Mr. Shipley, Christ's College, Cambridge, in *Science Progress* (John Murray) appears to suggest that the common house fly attains this injurious distinction. It is practically cosmopolitan, ranging from Cyprus to New Zealand, from the Cape to Cairo, from Nova Scotia to the Argentine, from Persia to Hongkong. It is carried all over the world in ships and trains, and seems to be equally at home in the low latitudes of Finland or in the humid heat of equatorial Brazil. The diseases which flies convey from man to man are for the most part conveyed mechanically. The proboscis acts as an inoculatory needle, and there is no reason to suppose that the fly suffers any inconvenience from acting as the vehicle which transfers the disease bacteria. The mouth parts of the fly can pick up the anthrax bacillus. It is also accused, together with the flea, of transmitting plague—though Dr. Martin's Commission puts the chief, if not the sole responsibility of plague carrier on the flea. It disseminates cholera and inflammatory ophthalmia, as well as enteric, as many cases in the Spanish-American and South African wars proved. Finally, it is very largely responsible for that infection of milk which is one of the principal causes of infantile mortality. An invention that would considerably rid the world of flies ought to be highly prized.

## PRESENTATION TO MR. HAYNES.

A pleasing ceremony took place at the Hongkong Hotel when Mr. Haynes, the popular manager of the Hotel, and Mrs. Haynes, were presented with a handsome marble clock with a silver plate affixed suitably engraved, as a mark of the high esteem in which they are held by the European staff who are directly connected with Mr. Haynes in his work. The health of Mr. and Mrs. Haynes was drunk in the usual way. At a supper given by Mr. Haynes in return for the Chinese dinner previously held in his honour during the week at the Hongkong Lau, (Chinese "Hongkong Hotel") in the presence of representatives of different departments of the staff and a goodly number of guests, Mr. Haynes was presented with a beautiful illuminated address bound in a blue morocco cover with silk lining. The address contained upwards of two hundred and ninety signatures of members of the staff and chiefs of a few Chinese merchants. The presentation of the address which was in English and Chinese was made amidst hearty cheers. Mr. Haynes was much moved and suitably thanked the donors in a speech expressing his sincere regret at leaving the Staff with whom he had so long been connected. Capt. in Fey responded on behalf of the guests eulogising Mr. Haynes as a man deservedly popular, and as good a hotel manager as he had ever met with in his experience which extended all over the world. Several speeches were made wishing Mr. and Mrs. Haynes a bright and prosperous future. Amongst those present were Messrs. Glynn, McLaughlin, Wolfenden and Rosenthal, all old friends of Mr. Haynes. The address was the work of Messrs. Kelly and Walsh, and is a fine example of its kind.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## AT MONTPELLIER.

LONDON, June 10th.

Six hundred thousand people assembled at Montpellier to "demonstrate" the Government's failure to prevent adulteration. Municipal councillors are resigning *en bloc*. Taxes are refused, and riots are reported.

## A DISASTROUS TYPHOON.

LONDON, June 10th.

A typhoon has swept over the Carolines, and 250 people have been drowned.

## JAPAN AND AMERICA.

TOKYO, June 10th.

The Committee of the Progressive Party in the Japanese Diet have passed a resolution strongly condemning the treatment of Japanese resident on the Pacific Coast, and pointing out that the last incident was neither spontaneous nor isolated. The resolution expresses dissatisfaction with the action of the Japanese Government and commits the Party to urge that steps be taken to maintain the dignity of the Empire.

Telegrams from Washington state that the incident has been diplomatically closed.

[REUTERS'S SERVICE.]

## THE UNITED STATES AND JAPAN.

LONDON, June 8th.

News from Washington states that France has offered her good services to promote a stable understanding between the United States and Japan. The State Department is dubious regarding the possibility of putting the offer to practical use, but it is received in the same cordial spirit in which it is made. It is added that negotiations in the near future are likely to only relate to the Immigration Treaty, but nothing has arisen to preclude direct dealing therewith. The San Francisco incident is closed from a diplomatic point of view. The *Standard* states that the Government has decided to decline the offer.

## THE PRICE OF COTTON.

LONDON, June 8th.

New York reports that an English syndicate, in placing an order for the purchase of 100,000 bales of cotton, caused the July prices to reach a record.

## FLOGGING IN THE NAVY.

In its annual report for the year 1906, the Humanitarian League gives a record of the most active period of work that it has yet experienced. Satisfaction is expressed at the discontinuance of the use of the birch-rod in the Royal Navy; at the great decrease in judicial sentences of flogging; and at the introduction of the Criminal Appeal Bill and the probability of a change with regard to imprisonment for debt—all of which reforms have long been advocated by the League. Referring to the new order as to naval discipline, issued by the Admiralty, the report states:—

"The chief event of the year 1906, regarded from the humanitarian standpoint, was the reform in naval discipline introduced by the present Government within a few weeks of its taking office, the abolition of the use of the birch and the restriction of the use of the cane. By a recent order of the Admiralty the punishment of caning has been still further restricted, and that we have good hopes that these degrading practices as the Prime Minister has termed them, will before long be altogether abolished."

No less active has been the campaign against cruel blood-sports; and from the sympathetic attitude of the Prime Minister towards the Spurious Sports Bill it is hoped that this measure will become law. The League's propaganda has recently been extended to India.

The trouble in the neighbourhood of Swatow is at an end and the soldiers who were sent to the district from Canton are expected to return home almost immediately. It has been remarked in Swatow that these troops appear to be under a stricter discipline than is usually associated with Chinese troops. On the 4th instant, a soldier was beheaded at Swatow for "disgracing his uniform," by committing an indecent assault on a married woman. When the last mail left Swatow, the Japanese cruiser *Nanika*, was in the harbour, and it seemed likely that she would be compelled to remain there some days waiting for a sufficiently high tide to enable her to get out over the bar.

## SUPREME COURT.

Monday, 10th June.

IN ADMIRALTY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGOTT) AND THE HON. MR. E. A. HEWETT (NAUTICAL ASSESSOR).

## A SALVAGE CLAIM.

An action for salvage was brought by the Hamburg-America Linie and the master and crew of the s.s. "Aragonia" against the China Navigation Company, Ltd., the owners of the s.s. "Hupeh" her cargo and freight. Mr. M. W. Slade (instructed by Mr. G. Hastings of Messrs. Hastings and Hastings) appeared for the plaintiffs, while defendants were represented by Messrs. Johnson, Stokes and Masters.

The petition was as follows: The s.s. "Aragonia" of which the Hamburg-America Linie are owners and the Portland and Asiatic Steamship Company the charterers, is an iron screw steam ship of 3,321 tons net register and 426 nominal horse power, and manned by a crew of 55 hands including the master, and is of the value of £45,000, and at the time of the salvage service hereafter mentioned, was carrying a general cargo of the value of \$85,000 including freight and bunker coal of the value of \$3,000. The s.s. "Hupeh" is a screw steamship of 1,295 tons net registered tonnage and manned by a crew of 38 hands including the master, and is of the value of \$25,000, and at the time of the salvage service hereafter mentioned, was carrying a cargo of the value of \$115,000 including freight and bunker coal and 58 passengers. On 6th December 1906, at 11 a.m. the s.s. "Aragonia" was on a voyage from Moji, Japan, to Hongkong, when she on board sighted a steamship which proved to be the "Hupeh," anchored in 27.16 north latitude and 121.35 east longitude, and the "Hupeh" signalled "my ship disabled: will you tow me to a safe anchorage? Have you a rope ready? I have the main shaft broken."

The main shaft of the "Hupeh" had broken on 5th December, and she had since that day been disabled, but had been unable to procure assistance. At this time a strong north-east monsoon was blowing, and a heavy sea running. The "Aragonia" was with difficulty and danger manoeuvred near to the "Hupeh," and those on board were understood to request to be towed to Hongkong. The s.s. "Aragonia" was then with difficulty and danger anchored sufficiently near and ahead of the "Hupeh" to enable a towing rope to be passed between the two vessels. After considerable trouble owing to the heavy sea running, a wire towing rope was passed to the "Hupeh" and shackled to a chain on the latter vessel, and at 3.35 p.m. towing commenced and continued throughout the rest of the day and night, and the following day until about 7.10 p.m. when the chain to which the rope was attached broke and the ships had to anchor and wait for daylight. On the night of the 6th December and on 7th December towage was rendered very difficult on account of the high sea running and wind blowing and the consequent bad steering of the "Hupeh." There was a great risk of the two ships losing connection, and to lessen this danger the "Aragonia" was steered inside Oakes Island so as to get into smoother water, but the risk of navigation was materially increased. Shortly after daylight on the 8th December the tow rope was passed afresh, and the "Hupeh" towed into the outer and then into the inner harbour of Amoy, and the rope disconnected at 1.20 p.m. The total length of the tow from where the "Hupeh" was first seen was 270 miles. The "Aragonia" was delayed in Amoy by the necessity of taking in fresh water to replace that consumed during the towage, and could not leave Amoy until the 9th December at 4 a.m., and reached Hongkong at 5.35 a.m. on the 10th December. By reason of rendering the above-mentioned services to the "Hupeh" the "Aragonia" used extra coal to the value of \$1,417.50 and her charterers had to expend \$91.25 for overtime to give consignees prompt delivery of their cargo, and the charterers had to pay the owners three days' charter money at the rate of U.S. gold \$300 per day, amounting to Mexican \$1,651.27 for the time occupied in rendering the said services. In rendering the said services a heavy strain was put upon the hull, engines and gear of the "Aragonia" and considerable risk of serious damage incurred and considerable labour, exertion and danger were undergone by her master and crew. The plaintiffs therefore claimed (1) such an amount of salvage as to the Court shall seem fit (2) that the defendants be ordered to pay to plaintiffs such amount and costs.

In their answer to the petition the defendants admitted the first part of paragraph 1 but denied the other allegations in that paragraph. They, however, admitted the allegations in the paragraph 2, save that the "Hupeh" was of the value of £18,000 only and not of the value of £25,000. The defendants admitted the statements in paragraph 3 of the petition except that they stated that the s.s. "Hupeh" was anchored in 27.23 north latitude and 121.13 east longitude, and except that they stated that the only signal made by the "Hupeh" to the "Aragonia" was "Can you tow me to a safe anchorage?" The propeller shaft of the s.s. "Hupeh" broke at 7.35 p.m. on the 5th December, and she thereupon anchored in a safe anchorage in 28 fathoms of water and paid out about 90 fathoms of chain. The "Hupeh" was in no danger whatever either then or at the time when the "Aragonia" began to tow her, or at any time between these periods. In answer to paragraph 4 of the petition the defendants said: There was a strong north-east monsoon blowing with a rough sea. The s.s. "Aragonia," however, manoeuvred near to the "Hupeh" without any difficulty or danger and the "Aragonia"

encountered no difficulty or danger in anchoring ahead of the "Hupeh" so as to enable a steel hawser for towing to be passed between the two vessels. Those on board the "Hupeh" never requested to be towed to Hongkong, but requested to be towed to Matsun. The defendants intended to wire a report of the accident from Sharp Peak. In answer to paragraph 5 of the petition the defendants said: There was considerable trouble but no difficulty or danger, owing to the state of the sea and the weight of the steel hawser in passing it from the "Aragonia" to the "Hupeh," but such work was done solely by the second officer and seamen of the "Hupeh," who passed along such hawser in a boat belonging to the "Hupeh," and no difficulty or danger in connection with the work was incurred by those on board the "Aragonia." The towing commenced at 3.30 p.m. and so soon as the vessels were steadied on their course, which was about southwest, thus bringing the wind and sea astern, the towage went on at a speed of about nine knots an hour, with an easy strain on the hawser. During the night the wind and sea increased, and when they had passed Tungyang about midnight those on board of the "Hupeh" noticed that the "Aragonia" did not alter her course to the westward in the direction of Matsun, and accordingly concluded that the captain of the "Aragonia" had decided to continue the towage to Amoy. At about 1.30 p.m. on the 7th December the "Aragonia" signalled "Advisable tow to Hongkong because Amoy not before dark," to which the "Hupeh" replied "prefer outer harbour Amoy, entrance not difficult. Night signalling for anchoring I leave to your arrangement." The "Aragonia" then signalled "I shall make for anchorage, use every precaution." The two vessels passed Dodd Island at 6 p.m., and about one hour later those in charge of the "Hupeh" noticed the "Aragonia" altering her course to starboard rather suddenly in the direction of the Teing Sue Light, and in consequence of this jerk the chain cable on the "Hupeh" which was connected with the towing hawser between the vessels parted and thereupon the "Hupeh" anchored promptly and the "Aragonia" some minutes later. In answer to paragraph six of the petition the defendants said: There was no difficulty in the towage during the period referred to and the two vessels proceeded comfortably before the wind and sea, and the steering of the "Hupeh" was good. There was no risk of the two ships losing connection provided that the steering was careful. The "Aragonia" was steered inside Oakes Island, but the risks of navigation were not increased thereby. In answer to paragraph 7 of the petition the defendants said: The towage was resumed about 7.23 p.m. on the 8th inst. and both vessels anchored in the outer harbour at Amoy at 10.50 a.m. and subsequently the "Aragonia" towed the "Hupeh" to the bank of Kulungang with the assistance of a pilot, arriving in the inner harbour where the hawser was cast off and the tow completed at 11.5 p.m. The defendants admitted the truth of the allegations in paragraphs 8 and 9 of the petition. They however did not admit the truth of any of the allegations in paragraph 10 of the petition. They denied that a heavy or any strain was put upon the "Aragonia," her hull, machinery or gear in rendering the said services. The defendants also denied that any risk of serious damage or any damage was incurred by her. The defendants admitted that extra labour and exertion were undergone by the master and crew of the "Aragonia" in consequence of the said services, but denied that danger was undergone by her master or crew. Save in so far as the admissions noted, the defendants denied the truth of each and every allegation in the petition. The defendants on 30th April, 1907, paid into Court the sum of \$9,365.50, being the equivalent at the then rate of exchange of £1,000, and the defendants said that under the circumstances this amount was sufficient to satisfy plaintiffs' claim.

Mr. Slade, having read the pleadings stated that there was no divergence between the parties except in the matter of signals.

Mr. Pollock—Where agreed upon the signals.

Mr. Slade remarked that there were no questions outstanding except the state of the weather.

Mr. Pollock—They say it was very rough.

His Lordship—They say it was very, very rough (laughter).

His Lordship (to Mr. Slade)—They don't take the serious view of it that you do?

Mr. Slade—No.

Mr. Pollock—That is a common occurrence.

Mr. Slade having concluded his opening statement, evidence in support of the plaintiffs' claim was called.

The first witness, Captain Ernst of the "Aragonia," gave evidence to the effect that he understood from the captain of the "Hupeh" that he wanted to be towed to Hongkong. They spoke to each other through the megaphones and he understood that was the nature of the request. He was of course not quite sure. Witness described the manoeuvres which preceded the fastening of the hawser, and indicated that a collision was narrowly avoided.

Mr. Pollock cross-examined witness as to the danger or otherwise of having taken the passage inside Oakes Island, and witness said that in taking that passage it meant a certain "risk" which he did not hesitate to take after having taken the risk of taking the "Hupeh" in tow.

The case was adjourned.

A dispatch from San Francisco dated May 15th says:—"The difficulty which has been experienced in empanelling a jury to try Abraham Ruef, the political boss of this city, indicted for fraud and corruption, has now been overcome and a jury secured. There are enough charges against Ruef, if proved to send him to jail for two or three hundred years."

**The Daily Press.**

HONGKONG, JUNE 11TH, 1907.

THAT the Imperial Conference of the Colonial Premiers was not altogether a success is undeniable, and to account for this there were doubtless more than one sufficient reason. Perhaps of all these the most efficient was the fact that however of late the individual members tried to disguise it, the Government presided over by Sir HENRY CAMPBELL-BANNERMAN was distinctly out of sympathy with the movement. Still the little that was done was on the whole satisfactory, so far as it went, and that may be accepted as much as could be expected considering the antecedents of His Majesty's present administration. As a matter of fact, indeed, it was only the universal display of a public opinion in favour of the objects of the Conference that at the last moment determined the Little Englanders of the Government to allow their preconceived ideas of centrifugalism to remain for the nonce, at least, in abeyance. Another potent factor was doubtless that dislike to innovation, and a prevailing desire to safeguard the first step, which is instinctive in the race, and which prevails through the Colonies to an even wider degree than at home, and which with the principal Colonial premiers, and more especially with Sir WILFRED LAURIER led to a hesitancy about the very first step that seemed contrary to his usual quickness of grasp. Two important things with regard to the future of the Conference have, however, been settled;







## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Bindings, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

## NEW ADVERTISEMENTS

IN an Action in the CHANCERY DIVISION of the HIGH COURT of JUSTICE in ENGLAND, in which THE MORGAN CRUCIBLE COMPANY, LIMITED were PLAINTIFFS, and which was brought to restrain infringement of TRADE MARKS and passing off, the Defendants submitted in aid to a perpetual Injunction restraining them their Servants and Agents

"from in any manner passing off or enabling or assisting others to pass off or acting so as to be calculated to pass off any crucibles or for the Plaintiff crucibles as or for the Plaintiff crucibles by reason of the labels or other marks used in respect of the same or the marks on such crucibles. And from selling or offering or exposing or advertising for sale, or procuring to be sold, any such crucibles as of said UNOER ANY LABELS TRIANGULAR IN SHAPE or under any label mark or description calculated to represent or lead to the belief that such crucibles are "TRIANGLE LABEL" or "IRIAN (GLE CHOP) crucibles or crucibles of the Plaintiff's manufacture. And from any manner infringing the Plaintiff's registered TRADE MARKS Nos. 29200 and 29201 or either of them. And from using or permitting to be used in connection with crucibles any label triangular in shape.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF THE MAN OX INSURANCE COMPANY, LIMITED

AND  
IN THE MATTER OF THE Companies (Memorandum of Association Ordinance 1890 incorporated in Ordinance No. 1 of 1895).

NOTICE IS HEREBY GIVEN that a Petition was on the 3rd day of June, 1907 presented to the Supreme Court of Hongkong by the above named Company to confirm a SPECIAL RESOLUTION of the Company unanimously passed at an Extraordinary General Meeting of the said Company held on the 27th day of April, 1907 and subsequently unanimously confirmed at an Extraordinary General Meeting of the said Company held on the 14th day of May 1907 and which Resolution runs as follows:

1. That clause 3 of the Memorandum of Association be altered by inserting after the words "the objects for which the Company is established are" the words "Sub-clause A," and by adding at the end of "Sub-clause A" new Sub-clauses to be lettered B and C.

(b) To insure against loss or damage by fire all houses and all other buildings and erections, treasure, household furniture, goods, wares, merchandise, chattels and effects whatsoever in Hongkong, China, Japan or elsewhere; and the pursuit of the business of fire insurance generally and the doing of such other things as are incidental or conducive to the attainment of the above objects.

(c) To insure any risk in whole or in part.

AND NOTICE IS FURTHER GIVEN that the said Petition is directed to be heard before The Honorable Sir FRANCIS PIERCE K., Chief Justice of Hongkong on TUESDAY the 2nd day of July, 1907, at 10.30 A.M. and any person interested in the said Company whether as Creditor Policy Holder, or otherwise desirous to oppose the making of an Order for the confirmation of the said Resolution under the above Ordinance should appear at the time of hearing by himself or his Counsel for the purpose and a copy of the said Petition will be furnished to any such person requiring the same by the Company's Solicitors Messrs. Johnson Stokes and Master, No. 8, Des Vaux Road Central, Victoria, Hongkong on payment of the regulated charge for the same.

Dated the tenth day of June One thousand nine hundred and seven.

JOHNSON, STOKES & MASTER,  
Solicitors for the Company,  
No. 8, Des Vaux Road Central,  
Victoria, Hongkong. 1058

SWATOW DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 54

PINNACLE ROCK IN SUGARLOAF CHANNEL.

INFORMATION has been received from the Commander of H.B.M.'s Surveying Ship "WATERWITCH" that a PINNACLE ROCK with 8 feet of water over it at L. W. S. and 6 to 7 fathoms around exists to the Southward of Double Island in the following position:

From the Rock,  
N.W. extreme of Double Island (ruins) bears N. 2° W.  
South extreme of Fisherman Island bears S. 85° W. distant 4 cables.  
North extreme of Sugarloaf Island 2° 50' E. See Admiralty Chart of Swatow No. 854. Bearings are Magnetic.

A. HOLZ,  
Harbour Master.

Approved:—

A. H. HARRIS,  
Acting Commissioner of Customs.

Custom House,  
Swatow, 4th June, 1907. 1059

TO LET—IMMEDIATELY.

THOMAS' HOTEL, on Long or Short Lease, with or without all the Furniture, Fixtures, etc., now on the Premises.

Apply to—

THE OFFICIAL RECEIVER,  
Hongkong, 11th June, 1907. 1060

FOR RENT.

SEVEN LARGE ROOMS with Commodious Godown, fronting on the Canal Road, Shamoen, Canton. Possession given from July 1st. Well suited for general import and export business.

Apply to—

P. S.  
Care of "Daily Press" Office,  
Hongkong, 11th June, 1907. 1061

## NEW ADVERTISEMENTS

## PRELIMINARY NOTICE.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED,

On THURSDAY,

the 13th June, 1907, at 2.30 P.M., at No. 33, Seymour Road

THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE

THEREIN CONTAINED.

Catalogues will be issued.

Terms—As usual.

HUGHES & HOUGH,  
Auctioneers. 1062

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain E. Fay, will be despatched for the above Ports TO-MORROW, the 13th inst., at 3 P.M. instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd.,  
Agents.

Hongkong, 10th June, 1907. 1054

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING."

Captain A. E. Hodgins, will be despatched for the above Ports on FRIDAY, the 14th inst., at 3 P.M.

For Freight or Passage, apply to

DOUGLAS, LAPEAUX & Co.,  
General Managers.

Hongkong, 11th June, 1907. 1063

JAVA-CHINA-JAPAN LINE.

FROM JAVA PORTS AND MACASSAR.

THE Chartered J.-C.-J. Laja Steamship

"TJIKINI."

Captain Koops, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge and/or Cargo left on board after the 14th inst., will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

No Fire Insurance has been effected.

The steamer will be despatched for Amoy, Shanghai, Moji, Kobe and Yokohama on the 15th inst.

Head Agency of the

JAVA-CHINA-JAPAN LINE,  
York Building, 1st Floor.

Hongkong, 11th June, 1907. 1064

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY."

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to sale.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be retained on the 17th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 10th June, 1907. 1056

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains:—

Epitome of the Week's News.

Leading Articles.

The China Hor-e.

Victory Shun & Gain.

Against Placemans.

Public Apathy.

Chase Reforms.

Prince Fushimi and "The Mikado"

Chinese Rebellions.

Hongkong Legislative Council.

Sterling Salaries Again.

Supreme Court.

Custion to the Charitable.

An Engineer's Death.

"Is he a Chinaman, or—"

To Check "Dumping."

Collision in the Harbour.

Two suspected Suicide.

New Typhoon Signals.

Extraordinary Story of Iuposture.

Simple Chinamen.

Hongkong Post Office.

Hongkong Gymkhana Club.

The Commission.

Hongkong and Shanghai Banking Corporation.

## NEW ADVERTISEMENTS

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"ARRATOON APCAR."

Captain A. Stewart, will be despatched for the above Ports on FRIDAY, the 14th June, at 3 P.M. instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd.,  
Agents.

Hongkong, 10th June, 1907. 1055

S.S. "SYDNEY"

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or via "Matapan," and "Charente" from Havre or via "Charente," from Bordeaux or via "Villo de Boulogne," in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 17th June, 1907, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 17th June, 1907, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 17th June, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 10th June, 1907. 1057

AGENTS.

PUBLIC AUCTION.

THE Undersigned have received instructions from THE EXECUTORS OF THE ESTATE OF THE LATE JOHN COYLE, to sell by Public Auction,

On FRIDAY,

the 14th June, 1907, at 2.30 P.M., at No. 10, Morrison Hill,

THE WHOLE OF THE HOUSEHOLD FURNITURE

THEREIN CONTAINED.

Comprising:—TEAKWOOD HATSTAND with GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, OYSTER MANTLES, TEAKWOOD WARDROBES with BEVELLED GLASS, CHEST OF DRAWERS, GLASS, CROCKERY and E.P. WARE, PICTURES, DRESSING TABLES, &c., &c., &c.

Catalogues will be issued.

Terms—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 8th June, 1907. 1059

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

On WEDNESDAY,

the 19th June, 1907, at 3 P.M., on board (if not previously sold by private contract), (as above now lies off Stonecutters' The Dutch Steamer

"JAPARA."

TERMS:—25 per cent. of the purchase money to be paid on the fall of the hammer and the balance within one week.

The above steamer is not to trade in Netherlands Indian Waters under a penalty of 24,000,000 for each and every time she may enter Netherlands Indian Waters, unless under FORCE MAJEURE, this same condition to be imposed upon by the purchaser to each successive buyer.

A Steam Launch will leave BLAKE PIER at 2.30 P.M. to convey intending Purchasers.

For Full Particulars, apply to

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 1st June, 1907. 965

INTIMATIONS

COLLECTIONS OF USED POSTAGE STAMPS IN PACKETS.

ARABIAN STAMPS. MIXED STAMPS.

100 for \$3.00 100 for \$3.00

150 " 1.75 100 " 1.00

200 " 3.50 100 " 2.50

250 " 5.75 200 " 3.50

275 " 9.00 300 " 9.50

Also Stamps in bags, sets, &c., &c.

ARTISTIC PICTORIAL POSTCARDS & all other Philatelic Goods. Inspection invited.

GRACA & CO.,  
Hongkong Hotel Corridor.

675

GRAND OPENING

OF

ARTS EXHIBITION.

FOR A SHORT SEASON ONLY.

UNDER the auspices of the Canton Nam Keung Public College, there will be

Opened to the Public at 37, QUEEN'S ROAD CENTRAL, three days after Supreme Court, from 15th May, 1907, a Grand Exhibition of exquisite Art Treasures comprising: PAINTINGS, SCULPTURES, CARVINGS, TAPESTRY, ARTISTIC MARBLE and BRONZE BUSTS and STATUARY, ANCIENT ARMOUR and IMPLEMENTS OF WAR, FRENCH and VENETIAN WARES, beautiful articles of decorative furniture, including a bedroom suite in Crystal and a handsome Roman Chair from the Vatican, rare curios, bric-a-brac, bronzes and other specimen of Vorta collected by connoisseurs in Art from many parts of the world to this order of the exhibitors.

A nominal fee of FIFTY CENTS will be charged for admission, the nett proceeds of which will be devoted to the educational funds of the Canton Nam Keung Public College.

From 12 NOON to 5 P.M., and 7 to 10 P.M.

Adults 50 cents.

Children 25 cents.

Soldiers in Uniform 25 cents.

Tickets may be had at Entrance.

T. H. TAI, Manager.

Hongkong, 14th May, 1907. 916

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. 505

## INTIMATIONS

## WO SHUN STEAMBOAT CO. LTD.

TAKE NOTICE that the above Company have PURCHASED and taken over the Steamer called "CHAN PO" in Hongkong recently plying between Canton and Shantung. All Claims whatsoever against the said Steamer before our possession should be referred to an settled with the late owners.

FOR LOK HING,

Manager.

WO SHUN STEAMBOAT CO. LTD.,  
23, CONNAUGHT ROAD, WEST.

Hongkong, 7th June, 1907. 1044

WANTED.

A COMPRADEUR, having business connections throughout the South of China and able to provide substantial security consisting of landed property in Hongkong to the extent of 10 per cent. of the annual turnover. Good remuneration to a suitable man. First Class references from a Foreign Bank required. Apply by letter only in the first instance to DENNIS & BOWLEY.

Hongkong, 5th April, 1907. 714

SANITARY BOARD OFFICE,

Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and every domestic building or part of such building within the Western Division of the City of Victoria, occupied by members of more than one family must be CLEANSED and TIME-WASHED THROUGHOUT by the owner during the months of May and June.

S.B.—The word "throughout" used in this notice means that the house should be lime-washed in respect of all the walls of each room and staircase, all outside partitions; stair casings and stair linings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.

The backyard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be Cleaned.

The Western Division of the City lies to the West of Tank Lane and Cleverly Street.

G. A. WOODCOCK,  
Secretary.

Dated this 1st day of June, 1907. 1 52

IRON MERCHANTS.

E. HING & Co.

DEALERS in Iron, Steel, Metals, Hard-ware, Man's Metal, Steel Boiler and Ship Plates, Pig-Iron, Coke and General Merchants. No. 25, Wing Wo Street (Lane from 171, Queen's Road to 163, Des Vaux Road Central) Telephone No. 613.

Hongkong, 1st March, 1907. 478

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

Wm. FARLANE, Manager.

Hongkong, 18th November, 1901. 47

FOR SALE.

TWO VERY VALUABLE PIECES OF LANDED ESTATE Situate at CANTON near the Hongkong Canton and Macao Steamboat Company's Wharf and facing the river. The lots contain by admeasurement 57 "changes" or thereabouts. Title Deeds can be seen at the Office of the Undersigned.

For further particulars, apply to

GOLDREING & BARLOW, Solicitors,  
10, Queen's Road Central.

Hongkong, 22nd May, 1907. 970

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE.

</







## SHIPPING.

## ARRIVALS.

ALBA, German str., 3,600 B. Peter, 10th June  
Cebu (4th June)—Hamburg—America Line.  
AMOI, German str., 4,631 H. Hambrook, 10th  
June—Kia Hou (4th June, General—  
Sender, Wiedler & Co.  
KENT, British str., 2,395 S. S. S. 10th June  
London and Singapore 3rd June, General—  
Gibb, Livingstone & Co.  
TAIKOAN MARU, Japanese str., 1,990 Nagatsun,  
10th June—Kuchino (4th June, Coal—  
Mitsui Bussan Kaisha.  
MURAN, British str., 1,142 P. S. 10th June—  
Hilo (4th June, Sugar—Butterfield &  
Swire.  
HUIER, British str., 1,204 A. Mathies, 9th  
June—Amoy (7th June—Butterfield &  
Swire.  
KAMAKURA MARU, Japanese str., 3,798 H.  
Fraser, 10th June—Japan Ports, General—  
Nippon Yusen Kaisha.  
KIANG PING, Chinese str., 1,222 W. W. 10th  
June—Chinkiang (5th June, General—  
Chinese.  
KWANTAH, Chinese str., 10th June—from  
Canton.  
NIKKI (MARE), Jap. str., 10th June—Canton  
OCEANIC, French str., 2,628 Magnien, 10th  
June—Yokohama via Shanghai (7th June,  
General—Messageries Maritimes.  
PELUS, British str., 4,500 Hammal, 10th June  
—Liverpool (4th June) and Singapore (5th  
June, General—Butterfield & Swire.  
SAMSEN, German str., 1,985 F. Schmetz, 10th  
June—Bangkok (1st May, General—  
Butterfield & Swire.  
SINIAN, British str., 1,017 J. A. 10th June  
—Hilo (4th June, General—Butterfield &  
Swire.  
SYNIOY, French str., 2,888 Barillon, 10th  
June—Marseilles (1st May, Mails and  
General—Messageries Maritimes.  
TAIHAN, British str., 1,174 J. T. 10th June  
—Shanghai (5th June, Rice—Bradley  
& Co.  
TAKING, Dutch str., 7,000 H. Koops, 10th June  
—Batavia (1st June, General—Java-China-  
Japan Line.  
VIRACAY, American str., T. G. 10th June  
—Hilo (4th June, Sugar—Order.  
WINGMAN, Brit. str., 9th June—Canton.  
YAWATA MARU, Japanese str., 2,345 T. L.  
Harrison, 10th June—Melbourne (15th May  
and Manila (8th June, General—Nippon  
Yusen Kaisha.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
10th June.  
Bentley, British str., for Nagasaki.  
Fukuhara Maru, Japanese str., for Swatow.  
Zigzag, British str., for Hongkong.  
Kankon Maru, Japanese str., for Saigon.  
Kiang Ping, Chinese str., for Canton.  
Oceania, French str., for Saigon.  
Tungo Maru, Japanese str., for Keelung.  
Yingchow, British str., for Swatow.  
DEPARTURES.  
10th June.  
ANGHIN, German str., for Swatow.  
HUPPI, British str., for Canton.  
NANCHANG, British str., for Canton.  
NIKKI MARU, Japanese str., for Hongkong.  
QUANTON, German str., for Canton.  
RAINBOW, Am. cruiser, for Manila.  
STONY, French str., for Shanghai.  
TAISHAN, British str., for Canton.

## SHIPPING REPORTS.

The British str. *Felicitas* reports: Fine weather throughout.  
The Chi. str. *Kiang Ping* reports: Moderate to fresh N. E. wind, variable at intervals, cloudy and rainy weather.  
The Dutch str. *Fukuhara* reports: Fine weather, moderate S. winds breeze, approaching M'hoang altering to S.E. cloudy sky, rainy weather.

## VESSELS IN DOCK.

June 10th.  
ABERDEEN DOCKS.—  
LOWLOON DOCKS.—*Typhoon*, Arrived from Amoy.  
Fooking, (Shanghai), Akin, Hupph, Wingang.  
COSMOPOLITAN DOCKS.—*Kuipen*, *Tweeddale*.

## VESSELS PASSED ANKER.

May 16, Dutch str., *Banda*, Penang, Mar.  
31, from Hamburg, for Batavia.  
May 16, German str., *Gottard*, Schutt, Feb.  
28, from Hamburg, for Batavia.  
May 20, Dutch str., *Sabri*, Engelsman, April  
13, from Rotterdam, for Batavia.  
May 22, British str., *Monsoor*, Geddle, May  
20, from Singapore, for Mauritius.  
May 22, French str., *Antioch*, Pavillet,  
Apr. 10, from Amoy, for Amoy.  
May 22, German str., *Peter Rickman*, Bach-  
mann, Feb. 27, from Penang, for Singapore.  
May 23, Norwegian str., *Tos*, Thorson, Mar.  
27, from Mombasa, for Amoy.  
May 24, German str., *Lollingen*, Willeman,  
April 3, from Bremen, for Batavia.  
May 25, German str., *Michael Jensen*, Wille-  
man, April 3, from Japan, for Batavia.  
May 26, British str., *Islander*, Wright, May  
24, from Singapore, for Christmas Island.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship  
"HAIKUN."  
Captain A. J. Robson, will be despatched for the above Ports TO-DAY, the 11th inst., at Noon.  
For Freight or Passage apply to  
DOUGLAS LAFRAIK & Co.,  
General Managers.  
Hongkong, 8th June, 1907. 1649

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship  
"ALDENHAM."  
Captain Stood, will be despatched as above on SATURDAY, the 23rd June, at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &c., &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTONE & Co.,  
Agents.  
Hongkong, 5th June, 1907. 1035

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	NUNIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 20th inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	C. J. Benson	SHAW, TOMES & Co.	About 14th inst.
LONDON & ANTWERP	MALACCA	Brit. str.	—	P. A. Peters	P. & O. S. N. Co.	About 11th inst.
LONDON & ANTWERP	MALTA	Brit. str.	—	Maguen	P. & O. S. N. Co.	On 15th inst., at Noon
LONDON & ANTWERP	OCEANIAN	Freight str.	—	—	Messageries Maritimes	About 20th inst.
LONDON & ANTWERP	SIAM	Dan. str.	—	—	MELCHERS & Co.	About 6th July
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 23rd July
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 20th August
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 17th inst.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 12th July
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 7th August
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 19th inst., at Noon
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 4th Sept.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	About 30th inst.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 28th inst.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	About 19th inst.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 20th July
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 19th inst., at Noon
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 4th July, at 4 P.M.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 7th Aug.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	Middle of July
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 27th inst., at 4 P.M.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 20th inst., at Noon
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 20th inst., at Noon
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 17th inst., at 4 P.M.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	About 11th inst.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	To-morrow, at 4 P.M.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	To-morrow, at 4 P.M.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	About 13th inst.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 16th inst.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	About 23rd inst.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	About 20th inst.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	About 19th inst., at Noon
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	To-day, at 4 P.M.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	To-day, at 4 P.M.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 14th inst., at 4 P.M.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 14th inst., at 4 P.M.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 16th inst., at 10 A.M.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	To-day, at Noon
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	To-morrow, at 10 A.M.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 14th inst., at 4 P.M.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	Quick despatch
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 15th inst., at Noon
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	To-day, at 4 P.M.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 10th July, at 4 P.M.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 21st inst., at 4 P.M.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	About 6th July, at 9 A.M.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	To-morrow, at Noon
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 14th inst.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	To-morrow, at 3 P.M.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 15th inst., at 3 P.M.
LONDON & ANTWERP	SEPIA	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 17th inst.

## INDO-CHINA STEAM NAVIGATION LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
FOR  
\* TIENTSIN VIA SWATOW & CHEFOO "CHEONGSHING" Wed. day, 12th June, 4 P.M.  
\* SHANGHAI "CHUNSHANG" Wed. day, 12th June, 4 P.M.  
\* MANILA "YUENSANG" Friday 14th June, 4 P.M.  
\* SINGAPORE, PENANG & CALCUTTA "FOOKSANG" Saturday, 15th June, 3 P.M.  
REDUCED FARES TO STRAITS AND CALCUTTA.  
Hongkong to Singapore—1st Class, Single \$ 65. Return \$100.  
" " " " " 85. " 130.  
" " " " " 185. " 250.  
\* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
\* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.  
Hongkong, 11th June, 1907. GENERAL MANAGERS. 18

HONGKONG-MANILA.  
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.  
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 15th June, Noon.
ZAFIRO	2540	A. Fraser	Manila	

For Freight or Passage apply to  
SHEWAN, TOMES & Co.,  
GENERAL MANAGER.  
Hongkong, 4th May, 1907. 15

HONGKONG-NEW YORK.  
AMERICAN ASIATIC STEAMSHIP COMPANY.  
FOR NEW YORK VIA PORTS AND SUEZ CANAL.  
(WITH LIBERTY TO CALL AT THE MALABAR COAST).  
For freight and further information apply to  
SHEWAN TOMES & Co.,  
GENERAL AGENTS.  
Hongkong, 4th March, 1907. 16

EAST ASIATIC CO., LTD.  
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.  
RUSSIAN EAST ASIATIC CO., LTD.  
ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.  
DESTINATION STEAMERS DATE OF SAILING.  
MARSEILLES, HAVRE, COPEN- "SIAM" About 20th June  
HAGEN & BALTIC PORTS  
MARSEILLES, HAVRE, COPEN- "SAN DOMINGO" End of June  
HAGEN & BALTIC PORTS  
SHANGHAI, CHINGWANGTAO, "CATHAY" About 23rd June  
YOKOHAMA and KOBE  
MARSEILLES, HAVRE COPEN- "PETRONIA" About 6th July  
HAGEN & BALTIC PORTS "CATHAY" End of July.  
For Further Particulars, apply to  
HONGKONG, 11th June, 1907. MELCHERS & Co. AGENTS. 9

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.  
PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	About 7th Aug.
TREMONT	9,606	T. W. Garlick	8th Sept.

1 Cargo only.  
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.  
For further information apply to—  
DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
QUEEN'S BUILDINGS,  
HONGKONG, 4th March, 1907.

## HAMBURG-AMERIKA LINE.

PASSENGER SERVICE.  
BY the new steamers, "RENNANIA," "HABSBURG" and "HOHENSTAUFEN" These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amply and fitted with the most modern Doctor and Stewardesses carried.  
These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.  
In addition to these boats, the steamers "SCANDIA" and "SILEZIA" carry first-class passengers Reductions issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.  
OUTWARD.  
FOR SHANGHAI, KOBE, YOKOHAMA.  
SCANDIA ... 2nd July  
HABSBURG ... 1st August  
RENNANIA ... 1st September  
HOHENSTAUFEN ... 1st October  
HOMEWARD.  
FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG.  
SILEZIA ... 12th July  
SCANDIA ... 7th August  
HABSBURG ... 4th September.

## FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:  
SILEZIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 16th June  
AMERICA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 29th June  
SCANDIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd July  
SAXONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 18th July  
NEXT SAILINGS HOMEWARD:  
SILEZIA ... HAVRE & HAMBURG ... 17th June  
SILEZIA ... NAPLES, HAVRE & HAMBURG ... 12th July  
SILEZIA ... HAVRE & HAMBURG ... 23rd July  
SAXONIA ... NAPLES, HAVRE & HAMBURG ... 7th Aug.  
HABSBURG ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 20th Aug.  
HABSBURG ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 4th Sept.  
\* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amidships. Lighted throughout by electricity. Duly qualified doctor and stewardesses carried. Laundry on board.  
VANDALIA ... NEW YORK ... 20th July.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship  
"OCEANIAN."  
Captain Magnien, will be despatched for MARSEILLES, on TUESDAY, the 11th June, at 1 P.M.  
Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo.  
Cargo also booked for principal places in Europe.  
Next sailings will be as follows:  
S.S. "AUSTRALIAN" ... 25th June.  
S.S. "CALDONIEN" ... 9th July.  
S.S. "BERNARDINI" ... 29th July.  
G. DE CHAMPEAUX, Agent.  
Hongkong, 29th May, 1907. 2

NAVIGAZIONE GENERALE ITALIANA.  
(Florio and Robattoni United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.  
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERMAN, GULF and BAHAM, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship  
"CAPRI."  
Captain Belsito, will be despatched as above TO-MORROW, the 12th inst., at Noon.  
At Bombay the Steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co., Agents.  
Hongkong, 1st June, 1907. 4

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM TO SHANGHAI, YOKOHAMA AND KOBE.  
THE Company's Steamship  
"NIPPON."  
Capt. Parabocchia, will leave for the above places on THURSDAY, the 13th inst.  
For Freight or Passage, apply to  
SANDER, WIELER & Co., Agents.  
Princes Building.  
Hongkong, 4th June, 1907. 3

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship  
"MALTA."  
Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 15th June at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "BRITANNIA," 7,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.  
Suez and Y. cables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT, Superintendent.  
Hongkong, 3rd June, 1907. 1

CHINA COMMERCIAL S.S. CO., LTD.  
NOTICE.  
THE Steamship  
"MARIE."  
Capt. C. C. Christensen, will be despatched for SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.  
(Taking Cargo at through rates to the BRAZIL, for PERMAN, GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).  
THE Company's Steamship  
"E. F. FERDINAND."  
Captain Matcovich, will be despatched as above on or about the 20th inst.  
This Steamer has capital accommodation for passengers, electric light, and carries a doctor.  
For information as to Passage and Freight, apply to  
SANDER, WIELER & Co., Agents.  
Princes Building.  
Hongkong, 4th June, 1907. 3







